

CLASSIFICATION ~~SECRET~~/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [REDACTED]

25X1

COUNTRY: Czechoslovakia

DATE DISTR. 10 Apr 1953

SUBJECT: Aircraft Production

NO. OF PAGES 2

PLACE
ACQUI [REDACTED]

25X1

NO. OF ENCLS.
(LISTED BELOW)DATE
ACQUIRED BY SOURCE [REDACTED]SUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION [REDACTED]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED, ITS TRANSMISSION BY ANY MEDIUM OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

1. During World War II, Avia and Aero--Czech aircraft plants--were operated by the Germans. At the end of World War II, many parts of unfinished aircraft were left behind by the Germans at these plants. I estimate that these two plants together assembled 150 to 170 Siebel 204 aircraft between 1945 and 1950. The rate of production of Siebel aircraft in Czechoslovakia after World War II remained stationary [REDACTED] the planes were turned out in series of 15 at a time and that it took about six months for the completion of one series. The engines used in these planes were exclusively of German manufacture. The Germans had left behind many power inverted engines of the type Argus, 500 or 550 h p. [REDACTED] it possible that Czechoslovak plants produced the wings, the fuselage, and the undercarriage.
2. Avia also assembled ME 109, Type E or F, from German parts and eight to 10 ME 262 up to 1950. One of the ME 262 planes was used for training in Czechoslovakia and especially equipped with dual controls. Moreover, Avia used parts left by the Germans to assemble a plane of the "Eagle" type, perhaps a prototype of a Junkers aircraft, but this aircraft was never actually flown; [REDACTED] it was standing in a corner of the Avia airfield.
3. During the [REDACTED] postwar [REDACTED] in Czechoslovakia, Aero produced light trucks, in addition to aircraft. During the same period, Avia manufactured a large number of buses and heavy (about six-ton) Diesel trucks and fuel injection pumps for Diesel engines. [REDACTED]

CLASSIFICATION ~~SECRET~~/SECURITY INFORMATION

DISTRIBUTION

ORR EV

SECRET/SECURITY INFORMATION

- 2 -

4. The following plants in Czechoslovakia were known to me to manufacture aircraft components or to assemble aircraft:

- (a) Avia in Prague was by far the largest aircraft plant. Prior to World War II, it was part of the Skoda enterprise. Skoda itself has not produced engines or aircraft components since World War II.
- (b) Rudy Letov (formerly Letov), located near Avia. I understand that the airfields of Avia and Rudy Letov are now connected with each other.
- (c) Aero, located in the proximity of the Avia and Rudy Letov plants. Aero and Rudy Letov are smaller than Avia and of similar size. The other plants are of no great consequence.
- (d) Walter, at Jinonice (outskirts of Prague), manufactured aircraft engines.
- (e) Otokovice, at the Gottwaldov (formerly Zlin) airport, produced a negligible number of two-seater sport planes, using a Buecker (German) design.
- (f) Mraz, at Chocen in northeast Bohemia.

5. I have no knowledge of the layout of these plants, of the size of their labor force, rate of production, or plans for expansion. Until 1950, all of them operated in a [redacted] by indications of radical changes since my departure from Czechoslovakia. I do not remember the names of plant officials, but this is of little consequence as the management changed very frequently after 1948. In general, one can state that the aircraft industry was in the same state of chaos from 1948 to 1950 as other branches of industry, and inefficiency on a grand scale prevailed at all the plants listed above.

6. I do not believe that the Czechoslovakia aircraft industry produced any Soviet-type planes until 1950. I have read in Czech emigre publications, however, that Avia now produces MIG 15 aircraft, which are known to be in use by the Czechoslovak Air Force. I assume that such production is supervised by Soviet engineers. A Soviet-type aircraft not produced in Czechoslovakia, but in evidence there prior to 1950, was the IL-12 [redacted]

7. Aircraft maintenance and repair shops were located at most of the aircraft plants listed above, the biggest one was maintained by Avia. [redacted]

8. Prior to World War II, Ceskomoravsk Kolben "Praga", located in an eastern suburb of Prague, manufactured aircraft engines and small aircraft. Since 1945, this plant has produced electrical motors, trucks, Diesel engines, locomotives, and steel construction equipment, but no aircraft components.

- end -

SECRET/SECURITY INFORMATION